Approved For Release 2003/08/15: CLAROPS-00457R010700000008-0 CLASSIFICATION 25X1 CENTRALIZED THE PROPERT 25 Feb. 17 COUNTRY Cormany (Rusetan Area) Status of Fighter Units of the 24th Air Army in NO. OF PAGES 4 Barly October, 1951 PLACE 25X1 25X1 DATE OF INFO. THIS IS UNEVALUATED INFORMATION 1. Between 1 and 20 October 1951, the flying personnel and part of the sircraft of nine regiments were transferred apparently to the U.S. J. R., according to rail shipments observed. The regiments concerned were previously relationed at the airfields of fine, Succepting Observations were mades a. In early October, the precking observations were mades a. In early October, the precking observations were mades b. Since 3 Cocholer, reports have been received for besons on 1 and 2 October (feel at units). C. Occupation of airfields Piold: Date: Choory reports have been received fron besons on 1 and 2 October 15 Cocholer, reports have been received fron besons on 1 and 2 October 16 Cocholer, reports have been received fron besons on 1 and 2 October 16 Cocholer, reports have been received fron besons on 1 and 2 October 16 Cocholer, for the field Finow: 3 October on airfield 5 130-15s on airfield	£	· ·	
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Field:	Brahitanga pag Paghilanda y Pagala - Pagala Al-	Date:		Observation:			
	•	November November		airfield airfield	-	MiG-15s MiG-15s	
Dessau:		October October		MiG-15 on			aircraft.

d. Air force shipments observed between 29 September and 20 October included:

Number of Trains	Front	Tos	Via:
2 trains	Neuruppin	Brest-Litovsk	Frankfurt/Oder
2 trains	Finow	Brest-Litovsk	Frankfurt/Oder
7 trains	Grossenhain	Brest-Litovsk	Frankfurt/Oder
1 train	Alt-Loennevitz	Brest-Litovsk	Frankfurt/Oder
l train	Alt-Loennewitz	Angermuende	
1 train	area Halle	Angermuende.	

Some of the trains reportedly coming from Grossenhain may actually have come from Alt-Loennewitz which is on the same railroad line. The shipment-record numbers of the two trains dispatched to Angermuende definitely prove that these trains, which were mostly loaded with crated aircraft, remained in the Soviet Zone of Germany. Nost of the trains en route to Brest-Litovsk reportedly carried air force personnel and billeting equipment. Thirty-one freight cars of these trains were reportedly loaded with one aircraft crate each. On the assumption that all flatcars of these trains were loaded with aircraft crates, a total of 77 aircraft may have been shipped on these trains.

It is possible, however, that these trains were included in the transportation operations. *

e. No ground recito stations of the nine regiments which were transferred were observed in operation after 2 October. These stations were observed in apperation during Fovember, however.

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- - g. While all airfields still occupied by fighter units continued to be supplied with fuel, no fuel shipments were observed arriving at the vacated airfields after 2 October 1951.
- 2. All the pertinent observations made may be evaluated as follows:
 - a. The regimental headquarters and the flying personnel of nine fighter regiments, but only some of their aircraft, were moved from the Soviet Zone of Germany.
 - b. The fact that the division headquarters and radio installations remained at their previous fields indicates that these fields will be reoccupied soon.

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able aircraft and pilots. It remains to be seen how soon the two fighter

Present Status of the Fighter Units in the Soviet Zone of Gormany.

- 3. After 20 October 1951, three fighter divisions with a total of nine regiments were repeatedly confirmed at their previous locations. These units are assigned as follows:
 - l division in Fuetnitz with one regiment each in Puetnitz, Neubrandenburg and Wittstock;

corps will be brought up to their provious strength. **

- l division in Lacrz with two regiments in Lacrz and one regiment in Parchim;
- 1 division in Zerbst with two regiments in Zerbst and one regiment in Brandenburg.
- 4. New organization of the fighter regiments.
 - a. There is a total of 6 fighter regiments newly activated:
 - 2 regiments in Finow,
 - 2 regiments in Kuethen,
 - 1 regiment in Brandis,
 - l regiment in Alt-Loennewitz.

The type of flying observed indicated that new flying personnel was practicing take-offs and landings in individual local flights with MiG-15s. It is not known whether the new personnel was previously trained for MiG-15s, or whether they were given first training with jet aircraft with the units. Flights in formations of three, six or more aircraft were not observed. There are some indications that the remaining three regiments are being established at Grossenhain and Neuruppin.

- b. Personnel at Koethen arrived by two trains, one on 14 November and the other on 15 November. It was not determined where the personnel gradually arriving in Finow, Brandis, and Alt-Loennewitz had come from.
- c. Aircraft numbers observed with the new units indicated that some of these aircraft were taken over from the unit previously stationed at the fields. According to unconfirmed information, a rail shipment of aircraft crates from the U.S.S.R. went to Grossenhain on 8 November 1951. It could not be determined whether these crates really contained aircraft.
- d. During October and the first half of November, no fuel shipments arrived at the airfield concerned. New fuel shipments arrived during the second half of November.

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	€,	On the basis of previous experience it is as with the spring of 1952 these six or nine ne ready for intensive air combat training which not affected by the recent shuffle, gained do the Soviet Zone of Germany.	w regiments will be
25X1 №	fla	Comment. If half of the railroad cars of atcars, the estimated number of aircraft shipp creased about 50 to 60, which would result in	ed away has to be
25X1 **		rcraftComment. The movement of the nine fighte wlet of Germany may be due to the following re	r regiments from the asons:
	a	The flying personnel was returned to the U.S new aircraft crews the possibility of familiconditions in Germany, including terrain and	arizing themselves with
	b,	The flying personnel will be retrained with the U.S.S.R. and will possibly return to the with new aircraft and equipment.	another aircraft type in Soviet Zone of Germany
•	c.	The personnel of the regiments concerned will or stationed near zones of political tension This would indicate that the units concerned	n, such as the Near East
25X1	d.	The aircraft crews of the regiments concerned Western influences while in the Soviet Zone of longer considered to be absolutely reliable. effect was once received from Neuruppin; the has been confirmed.	of Germany and were no